

Texas Western STAR

Vol. 30, No. 1, January 2024



Established 1997



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2024 Board of Directors

Chief Executive Officer: David Crumpton
Chief Operating Officer: Darrell Cowles
Chief Administrative Officer: Jay Waters
Chief Financial Officer: Robert Rathgeber
Chief Development Officer: Chris Mahan

Work Crews

Scenery:	Track & Roadbed/MOW:	Electrical Crew:
<ul style="list-style-type: none"> • Terry Morris • Steve Parish • Chris Mahan • Robert Rathgeber • Chris Galvin • Mike Weiss 	<ul style="list-style-type: none"> • Clarence Zink • Darrell Cowles • Jay Waters DCC Programming: <ul style="list-style-type: none"> • Steve Parish • Cameron Pantke 	<ul style="list-style-type: none"> • Don Hays • David Crumpton • Trapper Kirkpatrick • Robert Sims, Jr. Detection & Signaling: <ul style="list-style-type: none"> • Cameron Pantke • Clarence Zink • Terry Morris
Rolling Stock Inspection:		
<ul style="list-style-type: none"> • Robert Sims, Jr. • Terry Morris 		

CEO's Business Car David Crumpton

Hello TWMRC!

Where did 2023 go? It seemed to come and go so fast. Looking in the rear view mirror, I see new members joining, significant progress on the layout, a cookout, a Plano Train Show, two Open Houses, an NMRA Convention, the 84th Birthday of Jerry Fussell, and unfortunately the loss of a dear member and good friend to everyone in the club, Donovan Pantke. Surely, it was a roller coaster ride with ups and downs, but we did it all together and had some good times along the way as we also shed some tears.

From my vantage point as CEO, I am thrilled to have Darrell Cowles and Chris Mahan join the BoD. They bring experience and enthusiasm along with fresh ideas, new perspectives, and an eagerness to serve the members. Also, we will be voting on Introductory Members, Deb and Russell Gifford. They bring a wealth of modeling talent to the club and layout. Both of them received several modeling awards at the NMRA Convention in Grapevine in 2023. We are indeed fortunate to have them come into the fold and get involved on the layout and make new friends.

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the fold and get involved on the layout, and make new friends.

I want to urge everyone in the club to be more involved. This is your club and it is only as good as you make it. Look for ways to help keep the club clean. Don't wait for someone to empty the trash, sweep and mop the floor, clean up the DC track area, or the DCC programming area. You can also volunteer to help the modeling effort on the layout. If you feel that your skills are lacking, we have several foreman working on the layout and you can become part of their crew and learn. I am big on learning! Don't sit in the bleachers and watch the game. Get your uniform on and score some touchdowns with everyone else. No matter what your aptitude level is, your attitude will help you achieve more. This year, lets focus on building a stronger team with more involvement from all of the members. We can do it!! From my years in business, here is a good motto:

**T- Together
E- Everyone
A- Achieves
M- More**

Thanks,

David W. Crumpton

COO Off & Away

Darrell Cowles

Thank you to the past COO officers for pointing the club's efforts in the right direction. We have made excellent progress in the past couple of years. I hope I can do as well in 2024.

With the holidays behind us and some colder months ahead, we may turn our attention to building structures or rolling stock, or perhaps we are going to add more scenery to the layout. While we can turn to YouTube to see how others perform certain building or weathering "magic" tricks which bring our models to life, there is no way to really ask questions and get timely answers. Also, some new members may not be aware that we have Texas Western standards for the types and colors of scenery materials that are to be used on the 53" level of our layout. As the sign on the door says: "We are May of 1962" here. Therefore, we need to use matching colors and textures that would be correct for May of 1962 in Fort Worth and the surrounding areas. Clarence and I developed a set of standards giving the brand and color of scenery materials that are to be used on the 53" level a couple of years ago. These are the only colors and brands that should be used without the BoD's approval. We will be revisiting those so everyone is up to speed on what to use.

In that vein, I hope this year to have some clinics, after the Texas Western Business Meetings, that may last perhaps 1 hour at the most. These may be reruns of an older clinic that our newest members may not have seen, or something totally new that you can use on the layout, your trains, or locomotives. I will try to get a notice out ahead of the meeting

with the mini clinic's subject so you can plan on attending.

While visiting with prospective member Thomas Stephens last Saturday, I found that he is a computer programmer (for food) and is also adept with the Arduino mini computers and all that they can be used for. Great to know! This started me thinking about how many of our members may have professional talents that could benefit model railroading, but are not known to the rest of us. I will be exploring ways to bring those hidden talents to bear on the layout in the coming year.

Lastly, and to repeat what David said in a recent email, don't wait to get involved in keeping our (YOUR) club clean and organized. If you see a trash can that is full, please be proactive and empty it at the dumpster. If you see the sinks in the kitchen or restrooms looking dingy, take a minute and sprinkle some cleanser on them and give them a wipe down. AND, importantly if you spill something on the floor, or see someone else spill something on our floors, please take a minute and wipe it up, then get the Swiffer and clean the residue as well. Soft drinks especially leave a sticky residue and it tracks everywhere if not cleaned up completely. Again, it is YOUR club to help maintain and YOUR club to show off!

See you at the February meeting!
Darrell

The CAO Observation Car

Jay Waters, TWMRC CAO

Looking Back and Looking Ahead.....

2023 is in the books. Last year saw the most advancement in the Club layout since our move to Forest Hill. With the opportunity to show off our Club to visitors from around the world that were attending the NMRA convention, we doubled down and made great strides on the layout. Many thanks to the members that put in many hours to get the layout to where it is today. The scenery looks fabulous. Let's not lose that momentum and stay focused in 2024 to further the completion of phase 1. Maybe we can even start thinking about phase 2 later this year....

I want to thank Trapper Kirkpatrick and Terry Morris for their time on the Board of Directors. I look forward to serving with the two newest Board members, Chris Mahan and Darrell Cowles. Chris's

enthusiasm and desire to promote the Club along with Darrell's technical knowledge of the layout and management skills will help invigorate the Board this year. 2024 is going to be another banner year for the Texas Western Model Railroad Club!!!

Thank you to those that have stepped up to volunteer at the Plano Train Show. The Train Show events are our Club's biggest financial windfall of the year, and it requires membership participation. Thanks again to those that stepped up to help. And a special thank you to Mike Scevers for coordinating the organization of the sales items for the Show!!!

Happy New Year

Jay H2Os

A few photos



Mike Weiss, new Member.

Mike was voted in as a new member in December.

He has been making trees and grade crossings for the Lone Star Steel complex, and helping with scenery in other areas. Mike has also put several “scrap” gondolas on the layout in the Lone Star area. Check them out, and ask him how he created the loads.



Darrell Cowles

Substituted for David Crumpton at the BOD inauguration dinner at Spring Creek.

It was a short ceremony, but everyone had a good time.



Cameron Pantke
accepting the 2023
Engineer of the Year
Award in honor of
his father, Donovan.

The Ore Car

Clarence Zink, Texas STAR Editor/Publisher

You betcha!! 2023 is behind us, 2024 is now ahead of us. I hope your holiday season was good, you were able to spend it with family, and that 2024 will be smooth sailing.

As of this writing, the January 2024 Plano Train show is behind us, and according to David's calculations was a success for us. Lots of stuff got sold, a lot of things are gone, and a lot of what is left for garage sales should bring decent prices.

As I toured the Plano show on Friday, I noticed that the big "layout" room seemed a bit more cramped than usual. I was told that there were two more layouts for this show than previous shows. That's a good thing. It seemed that there might have been a few *less* vendors though. Which is not a good thing. At least parking is still free!

So, what are your goals for the Texas Western for 2024? I would like to see, in no particular order:

- Lone Star Steel finished. (I'm working on it.)
- Hughes Springs finished. (Mike Weiss and I are working on it.)
- More members show up for Monday Open Run nights. (EVERYONE.)
- Develop a site plan for 'Pantke Coke and Chemical', and at least get the track work started. (We need a Construction Manager. I've got plenty of reference materials, and we have a few structures in the back room.)
- Plan a club trip. (EVERYONE.)
- Get 'operations' started on the layout. (Better/more participation in the Operations Committee.)
- Begin planning Phase 2 layout expansion. This should include serious planning for

what we need to do for Division 1. (EVERYONE.)

What are YOUR goals???

A few of our members seem to be confused by the advertised days and hours schedule David sent out.

- Monday Night Open Run is for TWMRC members and escorted/invited guests only. Monday night is *not* open to the general public.
- Thursdays and Saturdays are "official" work days, and the work hours posted are "official" work hours. But, you can come yourself at any time. During these 'official' days and hours the general public can visit the TWMRC. We hope they do.
- Everyone has a key and pass code. Everyone has 24 hour, 7 days per week access. I believe everyone is encouraged to bring an *invited* guest to the club at any time, to show them what we do and are all about, and to entice them to join us. (If I am wrong about that, I deserve a spanking.)
- If your personal schedule will allow, consider changing your 'club' hours to coincide with other members hours. As a club, we don't need to be a bunch of "lone wolves" in the hobby. Having a few other people around when you are working may be a bit distracting, but the interchange of ideas, techniques, methods, and other modeling topics is invaluable. You might get something more interesting, more efficient, or just plain fun out of having a few folks around.

(next page)

- It might be good for the various “crews” to post ‘normal’ work hours and days, so others can visit and/or collaborate, and have some fun too.

Have you been wondering what the “Operations Committee” all about? There are a few of us that want to do more than “run trains”.

We want to operate the railroad(s) in the manner of real railroads: we’ve got freight and passengers to move from their various origins to their final destinations *mimicking as best as possible* the 1962 operating styles and operating rules of those seven railroads whose logos are on the wall.

It’s a large and complicated task. John Garfield has been inventorying cars that are out on the layout. We need to know the length, capacity, owner, reporting letters, and car number of each car we use. It all gets put into JMRI “OperationsPro”, the computer program we will use to “run” the railroad. Allen Manbeck and Dave Kohler have been measuring all of the available track in our sidings, yards, and industrial spurs. Every place (spot) that a car can be parked also has to be inventoried. Stu Sibitsky has marked the ‘clearance points’ for many of the yard tracks and spurs. He used specifically sized wood blocks to determine the clearance point, and marked each with a small dot of paint on the ties.

Allen is working on determining what passenger trains, and their consists, passed through our stations in 1962. Jeff Cornelius is working on scheduled freight trains passing over the T-55 diamonds in 1962.

I am working on all the raw material trains, supply trains, and product trains that arrive in and depart from Hughes Springs from/to various far flung areas for Lone Star Steel. Along with the internal mill trains that kept the furnace going and the product flowing out of the complex. If you were wondering, the primary product of Lone Star Steel is “raw oilfield tubular” goods. “Raw oilfield tubular” goods will be various sizes of ‘unfinished’ drill pipe and oilwell casing, as well as unfinished oil and gas pipeline pipe. These will be loaded into/onto gondolas or flat cars, and shipped to a finishing plant that will add the tool joints and threaded ends.

The Operations Committee right now is working on train manifests and routes – what cars, and how do they go from point A to point Z. When we get that figured out, we’ll work on schedules, so that we don’t tie the RR up in knots.

Come join us! We meet every other Monday, from 5:00 to 7:00, followed by Open Run Monday!

Keep the greasy side down, and the lights out of the ditch!

CRZ

Travels With John –

by John Garfield

The 2019 NMRA Convention, Salt Lake City

In the summer of 2019 my wife and I took a trip starting in southern Utah and proceeding to Yellowstone Park and Mount Rushmore.



In between we scheduled a stop in Salt Lake to attend the NMRA Convention. I must confess that I did not spend a lot of time at the convention itself. I graduated from Utah State University in Logan, Utah, about 90 miles north in Cache Valley. It was a great place for a city boy from Buffalo, N.Y., and fun to roam the mountains there, along with caving and other adventures like deer hunting. I remember the train ride to USU with fondness. It was my first time really traveling by train. Another youth from Tonawanda, N.Y. rode with me (our parents met at the NYC train station when making arrangements) and we had a great time riding the train – an adventure in itself. I remember sneaking up to the dome car out of Chicago – a great view until the conductor would catch me and send me back to my seat. All I had to eat for the 36 hour trip to Ogden was a sack lunch my mother prepared. Food cost on the train was very expensive and I had to save my money. I remember in Ogden I was scheduled to take a train to Cache Valley Junction where my trunk of clothes was sent. The agent in Ogden advised against this and to take the bus to the campus. Good choice, as the Cache ride was on a caboose, with no way to get from the junction in the middle of nowhere to Logan! It turns out that Cache Junction was nothing more than a freight train stop.

Today I would find it fun, but not knowing where the hell I was, the bus turned out a lot better.

Well, on to the Convention. After we toured southern Utah taking in the headwaters of the Colorado River and Zion National Park, we headed north to Salt Lake City. (This is where Mike Mackey made his proposal to the NMRA Board for us to host the Convention.) I had visited there often in my years at USU but not my wife, so I had to show her the sites. We swam in the lake, which was a real experience for her as you only float in the salt water, visited the Kennecott Mine, saw the city, and enjoyed some time at the conference. Getting around Salt Lake is fun as the city has multiple trolley routes including one we took to the train show south of the hotel. It was a great deal of fun to revisit a city I had not seen in 50 years.

I only had time to do one train layout tour and I picked the ATSF layout of Ted York through my OpSig* membership. I remember getting a ride from two guys from Canada which made it extra interesting. Ted's layout features the late 1940's to 50's which fit right in with my own time frame. The layout features 300' of hand laid track and hand carved rocks. Structures are hand built to represent the prototype. The layout is featured in 2004 Model Railroad Planning and 2005 Great Model Railroads (www.tedyorkphotography.com). Enjoy.

* Operations Special Interest Group - Editor







Coming Events

- **Division 1 meeting**, Texas Western Club, **February 9, 2024**
- Feb. 15-17, 2024 Greater Houston Train Show
 - <http://sanjacmodeltrains.org/GHTS.php>
 - Pasadena Convention Center 7902 Fairmont Parkway Pasadena, TX 77504
- Feb. 15-17, 2024 Lone Star Region Convention
 - [Where the Eagle Meets the Chief 2024](#),
 - Pasadena, TX (LSR)
- March 22-24, 2024 Tulsa Layout Design & Operations Weekend
 - <https://ldopsigmeet.tulsanmra.org/>
- August, 2024 NMRA National Convention, Long Beach, California
 - August 4 – 11, 2024
 - <https://surfliner2024.org/>
- TWMRC Garage Sale
 - TBD, June 2024
- Red River Prototype Modelers Meet
 - TBD, June 2024

For Sale:

2 - B&O Diesel Locomotives with sound/motion/lights decoders. See at TWMRC building, on work table. Contact John Garfield.

Wanted:

2 or 3 ALCO RS-1, RS-2 locomotives. DC or DCC, in *running* condition. Contact Clarence Zink.